

PENNSYLVANIA R.R.

TO THE

WORLD'S FAIR



ST. LOUIS, MO.

APRIL 30 TO DECEMBER 1

1904

1906/41
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WORLD'S • FAIR • COLLECTION





THE
PENNSYLVANIA RAILROAD

TO THE
WORLD'S FAIR

ST. LOUIS, MO.

DESCRIPTIVE NOTES, LIST OF HOTELS, RATES OF
FARE, SCHEDULE OF TRAINS, AND
GENERAL INFORMATION

FAIR OPENED APRIL 30, CLOSES DECEMBER 1, 1904

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THE LOUISIANA PURCHASE EXPOSITION.

April 30 to December 1, 1904.

THE Louisiana Purchase Exposition, at St. Louis, 1904, covers a greater acreage than any previous World's Fair. Twelve hundred and forty acres are included within the boundaries, twice as many as the Columbian Exposition at Chicago required.

The site occupies a plateau on the high ground overlooking the city of St. Louis and the Valley of the Mississippi River. Alternating in forest-crowned hills and verdant valleys, its natural appropriateness is ideal. More than half of the acreage is included within the confines of Forest Park, justly celebrated as one of the richest in natural attractions of any urban park in the land. The centre of the Exposition grounds is about six miles from the heart of the city. The altitude of the site, the cooling breezes of the South and West, the

profuseness of the blue grass sward, and the grateful shade of the forest trees will measurably temper the heat that sometimes prevails in the lowlands during the scorching days under the Dog Star.

The general plan of the grouping of the buildings readily takes the form of a fan. The Hall of Festivals, standing in majestic splendor 200 feet above the plain, is the apex. The avenues radiating from it form the ribs of the fan, while the grand palaces that reflect the architectural skill of every age and civilized land supply the decorative effects to its surface. Looking out from the colonnade of the Hall of Festivals over the glistening waters of the cascades, the view embraces a picture of lagoon, garden, sculpture, and a wealth of architectural splendor such as the eye of man has never rested on. The magnificent proportions of the buildings in their mellow coating of old ivory, set in a landscape of rare natural beauty, enriched by the supreme skill of the craftsman, suggests the thought that the lamp of Aladdin must have burned here, while Magic planned and built. At night, when the millions of electric bulbs shed their soft radiance over the scene, the wildest fantasies of imagination fade into insignificance in the glorified presence of the splendid reality.

The group of main buildings comprise twelve grand palaces, eight of them on a level 60 feet

below the others. One broad central avenue bisects the group, while other avenues intersect this at irregular intervals.

Starting from the lagoon at the base of the Hall of Festivals, the Canal winds its way, between verdant and flowery banks, through the group for the distance of a mile. Artistic bridges span the Canal at the crossings, each ornamented with interesting examples of modern sculpture.

The whole world and each age of its existence has contributed something to the architectural design of the buildings. Architects from all the principal cities, including Philadelphia, have loaned their skill, and discarding all thought of conventionality save that of the beautiful, have produced a general effect which is attractive in its diversity and satisfying in its grandeur. The lofty colonnades, the broken lines, the imposing portals of the larger palaces disclose a beauty of form, while the tint of the ivory gives a sense of restfulness to the eye that is entirely original in such structures. Color is absent, except on the roofs, domes, and towers. The perfection of dignity reveals itself in the creamy richness of the tone.

The fancy of the landscape gardener in league with the skill of the sculptor has enriched lawn and angle with blooming beauty spots and groups or pieces of heroic statuary. At every spot of vantage on the grounds the

sculptor has set some work of his hands, mythological, historical, allegorical, or contemporaneous in its lesson, but all significant of the abounding art of Twentieth Century America.

The grounds are in the shape of a parallelogram two miles long by one mile wide, and beside the principal avenues there are finely-built roads and ways leading in every direction and affording free access to all the buildings. The transportation facilities within the enclosure consist of the Intramural Railway, which encircles the grounds and reaches every point of importance, and the Canal, which in its meandering course affords communication with all the central buildings. A fleet of Venetian gondolas ply through the Canal, and automobiles and rolling-chairs convey passengers from point to point on the avenues and roads at a moderate rate of hire.

The main palaces of the Exposition number twelve.

THE ADMINISTRATION BUILDING

Is a permanent stone structure, castellated in style, occupying a superb site at the extreme western corner of the grounds, commanding a view of the entire landscape. The building with its annexes was erected for the use of the Washington University and is rented to the Exposition Management for use as its executive offices during the Fair period. Ad-

joining it is a magnificent hall, called the Hall of Congresses, where the conventions will be held. A convention of some association or order will be held each day.

THE ART PALACE.

The central building of the great group is the Art Palace, located on the crest of the ridge in the rear of the Hall of Festivals. The central building is a permanent temple of art, which will remain in Forest Park as a memorial of the great Exposition. It is built of Indiana granite, with an imposing entrance of lofty columns and a colonnaded front. The main palace is flanked by two others, and the group covers nine acres. The exhibits cover the field of painting, sculpture, architecture, and the applied arts, broader in scope than any previous exhibition. Almost every country of the civilized world is represented by some form of art, although special attention is given to the work, past and contemporaneous, of American artists.

THE HALL OF FESTIVALS

Rises in majestic splendor 200 feet above the head of the lagoon, which is supplied with water from the cascades that spring from the foot of the Hall. The building is circular in form, entirely surrounded by col-

umns, and surmounted by the largest dome in the world. The seating capacity of the Hall is 3500. A semicircular colonnade, or, as the architects call it, "a screen," 52 feet in height, extends a distance of 750 feet on each side of the Hall, terminating in attractive circular buildings, which serve as places of refreshment. At intervals along the "screen" are placed allegorical figures in sculpture, representing the fourteen States formed from the Louisiana Purchase. The view from the front of the Hall takes in the cascades, the lagoon and gardens, and the Plaza of St. Louis, dominated by the Louisiana Monument, which reaches to the main entrance.

THE PALACE OF LIBERAL ARTS,

525 by 750 feet, ornate in its sculpture-crowned pavilions and imposing arched entrances, covers about nine acres. Its roof covers treasures of science, art, skill, and industry from all quarters of the globe. The development of the art of printing, shown in the most comprehensive and complete manner, and the wonderful exhibit of Chinese industries, are notable features.

THE PALACE OF MINES AND METALLURGY

Exactly matches in extent the Liberal Arts. Its architecture recalls the land of the Nile

and the Needles of Cleopatra, and is quaint to look upon. It is the largest building of its class ever constructed, and contains the greatest collection of ores and everything relating to mineralogy and geology, including mining machinery and models.

Behind the Palace of Mines is "THE GULCH," a twelve-acre ravine, where gold mines, silver and coal mines, and mining camps may be seen in active operation. A structure built of blocks of anthracite coal is a unique feature of the Pennsylvania State Exhibit.

THE PALACE OF EDUCATION AND SOCIAL ECONOMY,

Classic in style, is an imposing structure covering nine acres. The entire field of education is drawn upon for illustrations, models, books, and apparatus more fully and comprehensively than has ever been attempted before. Particularly interesting exhibits relate to the study of agriculture and the preparation for business. It is the only building ever devoted exclusively to the science of education at any exposition.

THE PALACES OF MANUFACTURES AND VARIED INDUSTRIES

Are so nearly akin in the character of their exhibits that they may be considered as two

enormous structures devoted to like purposes. They are both 1200 feet long by 525 feet in width, each covering over fourteen acres. The supreme skill of the world has been laid under tribute to supply these buildings with the handiwork of man. Every branch of productive science is represented, and the aggregate collection is matchless in the world's history. China and Japan, in the Orient; France, Germany, Austria vie with America and Great Britain in the diversity and quality of their manufactured products. Articles of domestic and industrial utility are displayed by the side of the richest objects that contribute to the luxury of the world. Not only does the finished product attract the eye, but in many instances the process of making it is in actual and active operation, adding enhanced interest and an educational charm to the display.

Both of these palaces are exceptionally attractive in architecture and construction, and afford the pleasing novelty of an open central court in each.

THE PALACE OF ELECTRICITY,

Covering an area of seven acres, is one of the most interesting buildings of the group, from the very fact that it discloses the latest revelations of that mysterious power. Electrical machinery of every description, at

rest and in motion, the utilization of the electric current in every phase and every known demonstration of electrical force, are shown. Telegraphy, wireless and multiplex, and even wireless telephony, are features of absorbing interest. The contrast between the power of man over the "harnessed lightning" eleven years ago and now is marked.

The largest wireless telegraph station in the world is also in operation on the grounds.

THE PALACE OF MACHINERY,

Over twelve acres in area, suggests in its construction the element of power which it is designed to demonstrate. Machinery in motion is fascinating in its grip on the human mind, and in this wonderful building the mind staggers in the contemplation of force and motion. On view here are found the methods and means for creating every variety of machinery for the generation, transmission, and use of power. The vast power, equal to the concerted effort of 40,000 horses, that moves the machinery of the Exposition will be seen here always working. Among the thousands of lesser machines that contribute to the general demonstration are a 5000 horse-power reciprocating steam engine, a 1750 horse-power gas engine from Germany, a 3000 horse-power gas engine from Belgium (the largest ever operated), a 600 horse-power, high-speed steam engine

from Harrisburg, Pa., an 8000 horse-power steam turbine from New York, and a 5000 horse-power steam turbine from Pittsburg. The immensity and capabilities of the machines in this vast workshop of creative activity are impossible of description in this limited space, but it can be said that never before has there been gathered under one roof such a variety or such a number of power-making machines as are shown in this exhibit. Up-to-date science and modern skill find their richest exemplification, not only in the machinery that is placed on exhibition, but also in that which is moving the multiplied wheels of the Exposition. The Steam, Gas, and Fuels Building nearby is interesting as the storage depot for these supplies.

THE PALACE OF TRANSPORTATION

Is the second building on the grounds in area, covering fifteen and one-half acres. It lacks the architectural adornments of many of the others, but its massive proportions and lofty arched portals make it one of the most impressive structures on the grounds. Within its walls every exhibit is on the ground floor, and four miles of railway tracks serve to accommodate the locomotives, trains, and cars of the Railway Exhibit. The exhibits are designed to show the development of the railway in every phase of management, equipment, main-

tenance, and operation. Great Britain, France, and Germany compete with the splendid skill of America, and the combined effort of these nations, foremost in the world in the field of railroad development, makes a marvelous show of progress. Motion, too, enlivens the scene in the rapidly-revolving wheels of a 200,000-pound locomotive, placed on an elevated turntable in the centre of the structure.

A very interesting exhibit is the model of the proposed Union Station to be erected in Washington.

Apart from the contemporaneous exhibit of the railway systems of the world, the historical development of the railway is shown by contrast with antique examples of old-time equipment. The vehicle exhibit, including automobiles and even air ships, is comprehensive.

A prize of \$100,000 to the air ship making the best record in a test race will doubtless serve to bring about the most strenuously waged contest ever known in the annals of aerial navigation.

Water transportation has been little less laggard in development than rail, and the exhibit in this field, including marine and naval subjects, with the models of river, lake, and ocean steamships and the fighting monsters of the Navy, will satisfy the curiosity of the landsman and fire the enthusiasm of the sailor.

THE PENNSYLVANIA RAILROAD EXHIBIT.

A notable feature of the Transportation Building is the Pennsylvania Railroad Exhibit. A space of 33,000 square feet has been devoted to this exhibit, which includes an original testing plant for locomotives. Foreign as well as domestic locomotives will be tested for efficiency. A complete plant has been erected, on which the locomotives are tested for speed and power by an ingenious method, which gives the highest attainable speed to the axles while the body of the engine remains motionless. Apart from the scientific and technical results of this investigation, it has proven a most interesting demonstration to the public, since every element of motion is involved, including sparks and smoke, without any actual change of position on the part of the machine, and the speed is recorded to the minutest fraction of time and distance. Twelve locomotives, including a celebrated type from France, will undergo the test, which is equivalent to a run of 100 miles. Other interesting features of this exhibit are models of the proposed tunnels under the Hudson River, of the reconstruction work at West Philadelphia, the new terminal station in New York City, together with charts showing the changes in the line of the Pennsylvania Railroad on its various divisions.

THE PALACE OF AGRICULTURE

Is the titanic structure of the group. It is 1600 feet long by 500 feet wide, and covers nearly twenty-five acres. Farming in all its diverse branches, the chemicals that make crops grow, the implements that are required in the operation and the harvesting, the machinery for draining, and every essential of the farmer's work are included in the general demonstration. The dairy, with its kindred branches, has received much attention. Cotton, corn, wheat, tobacco, and all the cereals receive special and exhaustive treatment. The insects, both friendly and hostile to the tiller of the soil, are shown, with the most approved methods of protecting the one and destroying the other.

To the farmer this vast collection of everything that pertains to his calling will prove an interesting study and an educational advantage.

THE PALACE OF HORTICULTURE,

Covering six acres of ground, is constructed with a view of securing the greatest volume of sunlight within the building. The space for the pomological display is the largest ever set apart for this purpose, and the exhibit of fruits is general and comprehensive. The display of implements and appliances relating to this industry is exhaustive.

Sixty-nine acres have been set apart for the Departments of Agriculture and Horticulture, and unusual attention has been bestowed upon the outdoor exhibits. Small fruits and flowers receive liberal treatment, and exhibits of tree planting are made by this country and Germany on an extensive scale. The rose garden on the slope descending from the Palace of Agriculture covers an area of six acres, and a floral clock with a dial 100 feet in diameter and hands 50 feet long proves an interesting novelty.

THE DEPARTMENTS OF FISH, GAME, AND FORESTRY,

Both from an indoor and outdoor standpoint, show a diversity of exhibits that attract wide attention from sportsmen as well as those engaged in production. The State of Pennsylvania has spent \$10,000 on a fish exhibit, which is as complete in some respects as that of the Government.

LIVE STOCK SHOW.

The abundant space and facilities provided for the LIVE STOCK SHOW foreshadowed the greatest international event of this kind ever held. Every kind of useful animal is included, and the competition is open to the world. Prizes amounting to \$250,000 will be awarded. The

grounds and buildings for this show have been especially well chosen, both in the interest of the exhibitor and the spectator. A bench show and a poultry show are included in the general scheme.

THE UNITED STATES GOVERNMENT BUILDING,

Centrally located on a commanding ridge, known as Government Hill, is the largest structure ever erected by the Government for exhibition purposes. It is striking in architectural effect and twice as large as the Treasury Building in Washington. Every Department of the General Government is represented by exhibits illustrating its work by model, chart, or figures. The exhibits of the Government are always attractive and instructive, and this one has proven especially so on account of the increased expenditure of money and its enlarged plan and scope. A number of rare documents, including the original warrant drawn on the Treasury for the purchase of Louisiana, and precious relics of historical interest, are shown.

The Post Office Department operates a Pennsylvania Railroad postal car as a post office. The Department of Agriculture shows the United States in a six-acre map, with paths for the State boundaries, and within each State the economic plants peculiar to that State are shown growing in the soil. A daily drill of

the Life Saving Corps is a feature of the Treasury Exhibit, and the equipment of the soldier, with some of the big guns parked on the adjoining grounds, are interesting contributions from the War Department. An unusually complete display of the Government Fisheries, illustrating the work of the Department, has been made in a building nearby.

THE PHILIPPINE EXHIBIT

Covers a tract of some thirty acres, in which over 1000 natives of the islands have taken up their residence for the period of the Fair. The exhibits and building material forwarded from the islands aggregate thousands of tons. Special buildings are provided for the Agriculture, Forestry, and the Government Bureaus of the Philippines. There are included a Filipino church, theatre, market place, and factories of Filipino architecture. Representatives of sixty-five native tribes live within the reservation just as they live at home. The Filipino industries include mining, pearl fishing, agriculture, lace making, and various native manufactures. A battalion of 400 Filipino scouts and an orchestra of 85 musicians are features. Native workmen were sent from Manilla to work upon the buildings. The reservation is a beautiful tract, partially wooded, and sloping to the shores of the Lake. The forests are utilized for such tribes as build their houses in trees.

while the lake enables the Filipinos who live upon the water to illustrate their customs and sports.

HAWAII, PORTO RICO, AND ALASKA

Each have reservations, where the industries, products, manners and customs of the people are shown and illustrated by the natives.

The gold diggings of the Alaska district are reproduced in model mines, miners' outfits and implements, and mining camps.

THE STATE BUILDINGS.

The State Buildings are grouped on the Plateau of States, in the southeastern section of the grounds. They occupy the crest of a ridge overlooking the general landscape on the fringe of the forest, which serves as a background for the general picture.

THE PENNSYLVANIA STATE BUILDING

Is the third in size, being 226 feet long by 105 feet in depth. It is a reproduction of the new Capitol at Harrisburg, and is picturesquely located on the edge of the wood, fronting one of the main highways, and near Station No. 13 of the Intramural Railway. Among its many treasures easily the first is the Liberty Bell.

THE NEW YORK STATE BUILDING,

Second in size, 300 by 60 feet, in the same locality, is an imposing structure of the colonial type as applied to a public building.

THE NEW JERSEY STATE BUILDING,

63 by 84 feet, is an exact reproduction of the Washington's Headquarters House at Morristown, N. J. It is a perfect example of the Middle-Eastern colonial type of architecture.

Fifty-one States and Territories are represented by exhibits, and the majority of them by their own buildings.

THE BUILDINGS OF FOREIGN GOVERNMENTS.

The universality of the St. Louis World's Fair is attested by the unanimity with which foreign countries have engaged space for their exhibits. Fifty-two governments of foreign lands display their products, works of art, and objects of interest, and the larger proportion of them present special exhibits in their own buildings. Each one of the foreign buildings shows the national characteristics, is imbued with the local atmosphere of its land, and is managed by representatives of the respective peoples in national costumes. A visit to these buildings will afford the educational advantages of a foreign tour.

Germany has spent \$1,000,000 in making its display. A reproduction of the Imperial Palace of Charlottenburg, filled with treasures of German art and historical relics, serves as its building.

Great Britain devotes \$1,000,000 to its display, and presents as its pavilion the orangery of Queen Anne at Kensington. It is a quaint old structure, and contains many interesting objects illustrative of English life and customs.

The exhibit of France cost \$1,000,000. The Grand Trianon, one of the most beautiful palaces of the world, and the Gardens of Versailles are reproduced as the French Republic's offering in honor of a transaction in which her greatest ruler was one of the contracting parties.

Brazil expends \$600,000, and has erected a fine pavilion.

China, Japan, and Mexico each appropriated over \$500,000, and pavilions embodying the racial characteristics of each have been erected. These structures, filled with the rare treasure of Old Mexico and the quaint products of Oriental handicraft, cannot fail to enlist absorbing interest.

The young Republic of Cuba presents a typical Cuban building surrounded by a garden rich in subtropical luxury.

Nearly every other country of both hemispheres is represented, and the pavilion of each typifies in architecture and decoration the art and the life of its people.

Even little Guam, the adopted foundling of the United States, reaches out from its watery home in the morning of the world and makes a special exhibit.

ANTHROPOLOGY.

In the effort to make the Exposition an epitome of the world's progress, great attention has been given to the development of man from a racial point of view. The study starts with man in his aboriginal state, and traces his development, by means of his habitations, his implements, his arms of offense and defense, and the work of his hands, through the various stages of the world's existence to the present age. The record of the American Indian since he was found by Columbus supplies an interesting section of this Department.

SOCIAL ECONOMY.

The presentation of the solutions of the many vexed questions of social economy in all its phases is unusually complete, with a practical illustration of economic life in the "Model City." In the section of Charities and Correction a demonstration of the Bertillon measuring system and the English finger-print method of identifying criminals is given.

PHYSICAL CULTURE AND SPORTS.

A stadium seating 35,000 people, a fine gymnasium, and an appropriation of \$150,000 assures for athletics a prominent place in the attractions of the Fair. The Management has entered on its programme an athletic event of some description for every day the Fair is open, but of all the events the greatest is the Olympic Games, lasting a week, with the athletes of the world in competition. Every branch of athletic sport is included in the long list of contests.

INTERNATIONAL MUSIC.

International harmony prevails at the World's Fair even if it is jarred elsewhere. Band stands have been erected in eligible plazas throughout the grounds, where the bands of all nations from time to time divert the multitude with the strains of their native lands. The world-famous Sousa and his band, the Garde Republicaine Band of Paris, the Grenadier Band of London, the Imperial Band of Berlin, with hundreds less famous, will perform. At times they will unite and play as one organization, forming a community of harmony that has never been duplicated. Choral concerts with thousands of voices are held in the Hall of Festivals, which, by the way, contains the largest organ in the world.

The lover of music will find a feast of melody and a symposium of song. It requires \$450,000 to "pay the piper."

TEMPLE OF FRATERNITY.

The widespread importance of fraternal orders and societies is recognized by the World's Fair in the construction of a building for and its dedication to their uses. It is an adaptation of the Parthenon, 200 by 300 feet.

THE PIKE.

What was known at Chicago as the Midway has been at St. Louis christened "The Pike." It is a mile long and extends across the entire northern end of the grounds. A visit to the "Pike" resembles a tour to some of the most interesting places in the world, and the spectacular sights range from "The Creation" to "The Hereafter." "The Cliff Dwellers" are neighbors to the "South Sea Islanders," and "Old St. Louis" to "Cairo." There is an "Irish Village," a "Japanese Village," and a reproduction of the "Tyrolean Alps" on a large scale. Asians, Moors, Chinese, Turks, and Laplanders all contribute to the picturesque medley of the assembled nations. A reproduction of historic "Battle Abbey," the "Trans-Siberian Railway," a "Naval Exhibit," the "Galveston Flood," and a score of other features of interest and enter-

tainment make the "Pike" unique in the diversity of its attractions.

The high grade of each feature of the "Pike" and the genuineness of the racial representatives of each land and clime is assured by the Exposition Management. A large reproduction of the sacred city of "Jerusalem," crowded out of the "Pike," will be found in the central portion of the grounds.

NOTES OF GENERAL INTEREST.

An up-to-date Emergency Hospital, equipped with doctors, nurses, and all requisite medical and surgical appliances, is maintained at a central location on the grounds.

Five fire companies, including the famous Kansas City company that won the World's Prize at the Paris Exposition, protect the property.

The Pennsylvania Railroad Exhibit, unique in design and purpose, is of equal interest to the technical railroad man and the general public. One doesn't often *see* a locomotive running at the rate of 100 miles per hour.

The sectional models of the Pennsylvania Railroad tunnels under the Hudson and the East Rivers will afford an excellent idea of this stupendous undertaking.

The German Government presents an outdoor demonstration of the German method of railroad signaling, its switch system, and general plan of train running.

The Virginia State Building is a reproduction of Monticello, the home planned and constructed by Thomas Jefferson.

HOTEL ACCOMMODATIONS.

It is officially stated by the Exposition Management that St. Louis will offer ample accommodations for its guests during the period of the Fair. There are over one hundred established hotels, with a capacity of 21,000 patrons.

The established hotels have been supplemented by new hotels with a capacity of 47,000 persons, and the temporary hotels erected for use during the Fair still further increase the housing capacity by 30,000 persons.

There are boarding and rooming houses for 15,000, and lodgings in private houses for 18,000 persons.

An original and unique feature of the Exposition is "The Inside Inn," an enormous caravansary located within the enclosure of the grounds. It accommodates 6000 persons, who in addition to the hotel charges pay 50 cents per day for the entrance fee. "The Inside Inn" is eligibly located on the heights.

There are 485 restaurants in St. Louis.

Following is a list of the hotels with a capacity of 100 or more, their locations and rates, as promulgated by the Exposition Management through the Information Bureau:—

HOTELS.

BALTIMORE...	1603 Market St.	
Capacity, 100.	European Plan; 50 cents and up per day.	
BARWICK.....	3400 Morgan St.	
Capacity, 100.	European Plan, \$1 per day; American Plan, \$1.25 and up.	
BEERS.....	N. W. Cor. Grand Ave. and Olive St.	
Capacity, 200.	European Plan; \$1.00 and up per day.	
BERLIN.....	Taylor and Berlin Aves.	
Capacity, 125.	European Plan, \$2 and up per day; American Plan, \$2.50 and up per day.	
BLUE GRASS BACHELOR...	4040 Olive St.	
Capacity, 100.	European Plan; \$1.50 to \$2.50 per day.	
BUCKINGHAM PALACE.....	N. E. Cor. King's Highway and West Pine Blvd.	
Capacity, 800.	European Plan; \$5 to \$20 per day.	
CHARLEMONT.....	Washington and Vandeventer Aves.	
Capacity, 200.	European Plan, \$1 per day; American Plan, \$2 to \$2.50 per day.	
CHARLEVILLE.....	2227 Locust St.	
Capacity, 100.	American Plan; \$2 to \$3 per day.	
CLARKVILLE TERRACE.....	3645 Olive St.	
Capacity, 100.	European Plan; \$2 to \$3 per day.	
FREEMAN.....	2930 Locust St.	
Capacity, 150.	European Plan; \$1.50 to \$2 per day.	
GRACE HOTEL.....	414 Market St.	
Capacity, 208.	European Plan; 50 cents to \$1 per day.	

GRAND AVENUE.....	S. E. Cor. Grand Ave. and Olive St. Capacity, 200.	American Plan; \$3 and up per day.
HAMILTON.....	Hamilton and Maple Aves. Capacity, 1000.	European Plan; \$2 to \$4 per day.
HEITKAMP'S NEW HOTEL.....	1115 North Tenth St. Capacity, 320.	European Plan; 50 cents to \$1 per day.
HOFFMAN HOUSE.....	Locust St. and Compton Ave. Capacity, 200.	European Plan; \$2 to \$4 per day.
HOTEL BARNUM.....	Washington Ave. and Sixth St. Capacity, 150.	European Plan; 75 cents and up per day.
HOTEL BEMENT.....	1400 North Broadway. Capacity, 100.	European Plan; \$1.25 to \$2 per day.
HOTEL IMPERIAL.....	Broadway and Chestnut St. Capacity, 300.	European Plan; \$1 per day and up.
HOTEL MILTON.....	S. E. Cor. Eighteenth and Chestnut Sts. Capacity, 200.	Rates on application.
HOTEL PONTIAC.....	N. W. Cor. Nineteenth and Market Sts. Capacity, 200.	European Plan; \$1 to \$10 per day.
HOTEL ROZIER.....	Thirteenth and Olive Sts. Capacity, 300.	European Plan; \$1 to \$4 per day.
HOTEL STRATFORD.....	S. E. Cor. Eighth and Pine Sts. Capacity, 200	European Plan; \$1.50 to \$2 per day.

HURST'S HOTEL.....	Sixth St. and Lucas Ave.
Capacity, 200.	European Plan; \$1 per day.
JEFFERSON.....	Twelfth and Locust Sts.
Capacity, 1500.	European Plan; \$2.50 and up per day.
LACLEDE.....	Sixth and Chestnut Sts.
Capacity, 600.	European Plan; \$1 and \$2 per day.
LINDELL.....	Washington Ave. and Sixth St.
Capacity, 1000.	European Plan; \$1.50 and up per day.
MADISON HOTEL.....	Broadway and Chestnut St.
Capacity, 300.	European Plan; \$1 and up per day.
MERCHANTS	Twelfth and Olive Sts.
Capacity, 300.	European Plan; \$1 and up per day.
METROPOLITAN HOTEL....	N. E. Cor. Nineteenth and Market Sts.
Capacity, 150.	European Plan; \$1 and up per day.
MISSOURI.....	1411 Chestnut St.
Capacity, 150.	Rates on application.
MONA HOUSE.....	209½ North Sixth St.
Capacity, 150.	European Plan; 75 cents to \$1 per day.
MONTICELLO.....	King's Highway and West Pine St.
Capacity, 900.	European Plan; \$2 and up per day.
MOSER.....	809-813 Pine St.
Capacity, 300.	European Plan; \$1 to \$3 per day.
NEW HOTEL.....	Jefferson Ave. and Pine St.
Capacity, 200.	Rates on application.

NEW ST. JAMES.....	Broadway and Walnut St. Capacity, 400.	European Plan, \$1 to \$2.50 per day; American Plan, \$2 to \$3.50 per day.
NORMANDIE.....	Channing and Franklin Aves. Capacity, 250.	American Plan; \$2.50 to \$4 per day.
PLANTERS.....	Fourth and Pine Sts. Capacity, 1000.	European Plan; \$2 to \$4 per day.
PORTLAND.....	1817 Market St. Capacity, 225.	European Plan; \$1 and up per day.
ROSSI.....	1505 Market St. Capacity, 200.	European Plan; 50 cents and up per day.
SOUTHERN.....	Broadway and Walnut St. Capacity, 1000.	European Plan, \$1.50 and up per day; American Plan, \$3 and up per day.
ST. CHARLES.....	Fourteenth and St. Charles Sts. Capacity, 225.	European Plan; 75 cents and up per day.
ST. NICHOLAS.....	Eighth and Locust Sts. Capacity, 300.	European Plan; \$1.50 and up per day.
TERMINAL.....	Twentieth and Market Sts. Capacity, 300.	European Plan; \$1.50 to \$3 per day.
THE BENTON.....	819 Pine St. Capacity, 200.	European Plan; \$1.50 to \$2.50 per day.
THE		
BERESFORD AND ANNEX..	4143 to 4149 Lindell Blvd. Capacity, 300.	European Plan; \$1.50 to \$3 per day.
THE CARLETON.....	1414 Market St. Capacity, 125.	European Plan; 50 cents and up per day.

THE EDISON.....	107 North Eighteenth St.
Capacity, 150.	European Plan; \$1 to \$1.50 per day.
THE FRANKLIN.....	4101 Westminster Place.
Capacity, 120.	European Plan; \$1.50 and up per day.
THE INSIDE INN	World's Fair Grounds.
Capacity, 6000.	European Plan, \$1.50 to \$5.50 per day; American Plan, \$3 to \$7 per day.
UNIVERSITY HOTEL.....	1531 Pine St.
Capacity, 200.	European Plan; 75 cents and up per day.
USONA.....	King's Highway and McPherson Ave.
Capacity, 150.	European Plan; \$3 to \$5 per day.
WASHINGTON.....	King's Highway and Washington Ave.
Capacity, 400.	European Plan; \$2 to \$5 per day.
WELLINGTON.....	715 Pine St.
Capacity, 140.	European Plan; \$1 and up per day.
WEST BELLE.....	4024 West Belle Place.
Capacity, 100.	European Plan, \$1 to \$1.50 per day; American Plan, \$1.50 and up per day.
WEST END.....	Vandeventer Ave. and West Belle Place.
Capacity, 300.	European Plan, \$1.50 to \$4 per day; American Plan, \$3 and up per day.
WESTMORELAND.....	Maryland and Taylor Aves.
Capacity, 100.	European Plan; \$2.50 per day.
WESTERN.....	1035 North Third St.
Capacity, 125.	European Plan; 50 cents to \$1 per day.

TEMPORARY HOTELS.

THE following hotels have been built for the accommodation of visitors to the World's Fair. Most of them are temporary structures, to be demolished at the close of the Fair.

HOTEL

NAPOLEON BONAPARTE . . . Near Fair Grounds.

Capacity, 6000.

American Plan, \$2 per day and upwards; European Plan, \$1 to \$5 per day.

IOWA HOTEL . . . Clayton and Billon Aves.

Capacity, 200.

Rates on application.

OAKLAND HOTEL . . . Clayton and Oakland Aves.

Capacity, 100.

Rates on application.

THE CHRISTIAN

ENDEAVOR HOTEL . . . 6600 Oakland Ave.

Capacity, 3000.

European Plan, \$1 per day when contracted for in advance.

THE EPWORTH HOTEL . . . Washington and Melville

Capacity, 1000.

Aves.

\$1 per day and membership fee of \$2 when contracted for in advance.

THE FOREST PARK HOTEL Clayton Ave. and Skinker

Capacity, 1000.

Road.

\$1 per day and upwards.

THE GRAND VIEW

FRATERNAL HOTEL . . . Oakland and Clayton Aves.

Capacity, 5000. European Plan, \$1 and upwards;
American Plan, \$2 per day
and upwards.

THE KENILWORTH HOTEL. West Park and Billon Aves.

Capacity, 1400. \$3 per day and upwards.

THE PUBLISHERS' HOTEL . . Delmar and Adelaide Aves.

Capacity, 1600 European Plan, \$1 per day;
American Plan, \$2 per day.

VISITORS'

WORLD'S FAIR HOTEL. King's and Audubon Aves.

Capacity, 500. European Plan, \$1 to \$3 per day;
American Plan, \$2 to \$4 per
day.

WORLD'S FAIR

AUDITORIUM HOTEL . . . North Side Fair Grounds.

Capacity, 6000. European Plan, \$1 to \$3 per day;
American Plan, \$3 to \$5 per
day.

TRANSPORTATION FACILITIES BETWEEN THE CITY AND THE FAIR GROUNDS.

There are eleven entrance gates to the Exposition Grounds. Electric cars from the Union Station and the centre of the city run to the grounds, conveying passengers for a single fare. The service is frequent and prompt. Passengers landing at the Union Station, which is the terminal of all Pennsylvania Railroad trains, may take a car at the station for the Exposition Grounds. Beside the electric street cars, "shuttle" trains are run from the Union Station to the terminal station of the Exposition at two-minute intervals. Each train carries from 1000 to 1500 passengers, and the run is made in ten minutes.

THE PENNSYLVANIA RAILROAD TRAIN SERVICE BETWEEN EASTERN CITIES AND ST. LOUIS.

The trains shown from New York to St. Louis in the following tables are among the best equipped and fastest long-distance trains in the country. They make the run of over a thousand miles in from twenty-eight and a half to thirty hours. They are equipped with Pullman sleeping cars and coaches through to St. Louis, and with dining cars for the service of all meals.

It will be observed that each of the trains makes a good connection from all principal cities on the entire Pennsylvania Railroad System. In view of this arrangement, the trip to St. Louis may be made from the principal cities and towns of the East, even those located on branch lines, with ONLY ONE CHANGE OF CARS at the junction with the Main Line.

The Pennsylvania Railroad System offers THE SHORTEST LINE FROM NEW YORK TO ST. LOUIS, and with its magnificent roadbed (FOUR TRACKS TO PITTSBURG) and exceptional equipment it appeals directly to the sense of security and comfort, and insures the prompt movement of the passenger.

A Spring, Summer, or Autumn trip over the Pennsylvania System is a kinetoscopic revelation of the most pleasing and diversified scenery east of the Mississippi Valley. The beautiful and fertile valleys of Pennsylvania and the Allegheny Mountains, with the scenic environment of the Horseshoe Curve, supply in full measure the attractive vistas and wooded heights which blunt the edge of weariness in long-distance travel.

One of these trains, THE NEW YORK AND ST. LOUIS LIMITED, leaving New York 9.55 A. M., Philadelphia 12.20 P. M., Washington 10.50 A. M., and Baltimore 12.00 noon, is the fleetest and trimmest train between the East and the World's Fair city. In its appointment it matches

the famous "Pennsylvania Limited," including its special features of ladies' maid, stenographers, and daily financial reports. Its equipment embraces a combination parlor and smoking car, a Pennsylvania Railroad dining car, Pullman drawing-room sleeping cars, and a compartment car with observation parlor and open observation platform—all vestibuled from end to end. These cars are of the heaviest Pullman pattern, and their security, comfort, and ease is universally recognized and appreciated. The drawing rooms and compartments supply the exclusiveness of home; the smoking car, with its buffet, barber, and bath, the conveniences of the club; and the observation parlor the social rendezvous of the up-to-date hotel.

The schedule, as to the arriving and leaving time at terminals, is adjusted not only to meet the requirements of travelers to the best advantage, but is so timed as to cover the most attractive scenic portion of the route in daylight.

The eastbound trains are of the same class, and are scheduled with a view of supplying the best facilities to the returning traveler.

The time-tables following show the time of through trains as well as that from principal stations by connecting trains. Information as to connections from other stations may be secured from ticket agents.

THROUGH TRAINS—WESTWARD.

	NO. 25.	NO. 27.	NO. 21.	NO. 7.
Lv. Boston (Terminal Station)	|| 8.00 P. M.	|| 8.00 P. M.	|| 8.00 P. M.	§ 9.00 A. M.
Ar. West Philadelphia.....	6.11 A. M.	6.11 A. M.	6.11 A. M.	6.07 P. M.
Philadelphia (Broad St.)...	6.15 "	6.15 "	6.15 "	6.10 "
Lv. New York—				
West 23d Street.....	|| 7.55 A. M.	|| 9.55 A. M.	|| 1.55 P. M.	|| 5.55 P. M.
Desbrosses Street.....	8.00 "	10.00 "	2.00 "	6.00 "
Cortlandt Street.....	8.00 "	10.00 "	2.00 "	6.00 "
Brooklyn.....	7.45 "	9.45 "	1.45 "	5.45 "
Jersey City.....	8.16 "	10.14 "	2.14 "	6.13 "
Newark.....	8.29 "	10.27 "	2.27 "	6.26 "
Trenton.....	.....	.....	3.28 "	.....
Lv. Long Branch.....	§ 7.10 A. M.	§ 7.40 A. M.	§ 1.02 P. M.	§ 4.55 P. M.
Asbury Park.....	7.25 "	7.55 "	1.22 "	5.09 "
Lv. Pottsville.....	§ 7.05 A. M.	§ 7.05 A. M.	§ 11.45 A. M.	§ 2.55 P. M.
Reading.....	8.00 "	8.00 "	12.55 P. M.	4.00 "
Lv. Atl. City (via Del.Riv.Br.).	§ 7.50 A. M.	|| 10.00 A. M.	§ 2.15 P. M.	|| 5.00 P. M.
Lv. Cape May.....	§ 7.10 A. M.	§ 7.10 A. M.	§ 7.10 A. M.	§ 4.40 P. M.
Lv. Wilmington.....	|| 9.35 A. M.	§ 11.18 A. M.	|| 2.58 P. M.	|| 7.10 P. M.
Chester.....	§ 9.48 "	§ 11.38 "	|| 3.17 "	§ 7.48 "
Lv. North Philadelphia.....	|| 10.02 A. M.	|| 12.01 P. M.	|| 4.07 P. M.	|| 7.58 P. M.
Philadelphia (Broad St.)...	10.25 "	12.20 "	4.30 "	8.25 "
West Philadelphia.....	10.28 "	12.23 "	4.33 "	8.28 "
Lv. Lancaster.....	.....	|| 1.40 P. M.	§ 5.30 P. M.	|| 10.05 P. M.
Lv. Washington.....	|| 7.50 A. M.	|| 10.50 A. M.	|| 3.30 P. M.	|| 7.15 P. M.
Baltimore.....	8.52 "	12.00 M.	4.35 "	9.30 "
York.....	10.30 "	1.49 P. M.	6.10 "	10.02 "
Lv. Rochester.....	.....	.....	§ 6.40 A. M.	§ 11.40 A. M.
Elmira.....	.....	.....	10.00 "	4.15 P. M.
Williamsport.....	§ 8.25 A. M.	§ 8.25 A. M.	|| 3.50 P. M.	|| 7.10 "
Wilkesbarre.....	7.15 "	7.15 "	2.45 "	§ 6.00 "
Sunbury.....	9.50 "	9.50 "	5.10 "	|| 8.36 "
Lv. Harrisburg.....	|| 12.55 P. M.	|| 2.53 P. M.	|| 7.20 P. M.	|| 11.05 P. M.
Altoona.....	4.00 "	5.55 "	10.45 "	2.30 A. M.
Ar. Pittsburg (Eastern time)...	7.05 "	8.55 "	1.50 A. M.	5.30 "
" (Central time)...	6.05 "	7.55 "	12.50 "	4.30 "
Lv. Buffalo.....	|| 8.45 A. M.	|| 8.45 A. M.	.....	.....
Oil City.....	1.30 P. M.	1.30 P. M.	§ 5.05 P. M.	.....
Franklin.....	1.50 "	1.50 "	§ 5.33 "	.....
Lv.*Erie (Central time).....	§ 1.15 P. M.	§ 1.15 P. M.	§ 3.35 P. M.	.....
Lv. Pittsburg (Central time)...	|| 8.15 P. M.	|| 8.10 P. M.	|| 1.10 A. M.	|| 4.50 A. M.
Ar. Columbus.....	1.40 A. M.	1.25 A. M.	6.35 "	9.55 "
Indianapolis.....	6.50 "	6.45 "	12.10 P. M.	3.15 P. M.
St. Louis.....	1.34 P. M.	1.30 P. M.	7.10 "	9.40 "

|| Daily.

§ Week-days.

* Via Pennsylvania Lines.

THROUGH TRAINS—EASTWARD.

	NO. 20.	NO. 26.	NO. 8.	NO. 10.	NO. 6.
Lv. St. Louis.....	|| 8.44 A.M.	|| 12.30 P.M.	|| 12.45 P.M.	| 6.15 P.M.	|| 11.35 P.M.
Indianapolis....	3.05 P.M.	6.50 "	7.05 "	3.30 A.M.	8.10 A.M.
Columbus.....	8.20 "	12.20 A.M.	12.30 A.M.	8.45 "	12.01 P.M.
Ar. Pitts.(Cent.time)	1.45 A.M.	5.55 "	6.00 "	2.15 P.M.	5.40 "
" (East.time)	2.45 "	6.55 "	7.00 "	3.15 "	6.40 "
Lv. *Pitts.(Cent.time)	.....	|| 8.05 A.M.	|| 8.05 A.M.	\$ 4.30 P.M.	.....
Ar. Erie.....	.....	1.00 P.M.	1.00 P.M.	\$ 9.15 "	.....
Lv. Pittsburg.....	\$ 6.15 A.M.	|| 9.00 A.M.	|| 9.00 A.M.	|| 5.05 P.M.	|| 11.00 P.M.
Ar. Franklin.....	11.23 "	12.33 P.M.	12.33 P.M.	9.32 "	2.26 A.M.
Oil City.....	11.50 "	1.05 "	1.05 "	10.00 "	2.55 "
Buffalo.....	.....	5.30 "	5.30 "	.....	7.09 "
Lv. Pittsburg.....	|| 3.00 A.M.	|| 7.15 A.M.	|| 7.30 A.M.	|| 4.55 P.M.	|| 7.10 P.M.
Ar. Altoona.....	6.15 "	10.15 "	11.00 "	8.50 "	10.30 "
Harrisburg.....	9.30 "	1.15 P.M.	2.40 P.M.	1.00 A.M.	2.00 A.M.
Lv. Harrisburg.....	|| 11.35 A.M.	\$ 3.25 P.M.	\$ 3.25 P.M.	|| 3.35 A.M.	|| 3.35 A.M.
Ar. Sunbury.....	12.44 P.M.	5.13 "	5.13 "	5.00 "	5.00 "
Wilkesbarre....	\$ 3.55 "	7.35 "	7.35 "	\$ 9.10 "	\$ 9.10 "
Williamsport....	1.41 "	6.40 "	6.40 "	|| 6.40 "	|| 6.40 "
Elmira.....	\$ 5.13 "	9.35 "	9.35 "	10.00 "	10.00 "
Rochester.....	8.45 "	.....	.....	2.10 P.M.	2.10 P.M.
Lv. Harrisburg.....	|| 9.50 A.M.	|| 1.25 P.M.	|| 3.35 P.M.	.....	|| 4.43 A.M.
Ar. York.....	10.40 "	2.15 "	4.25 "	.....	5.36 "
Baltimore.....	12.15 P.M.	3.55 "	6.00 "	.....	7.15 "
Washington....	1.20 "	5.10 "	7.15 "	.....	8.30 "
Lv. Harrisburg.....	|| 9.40 A.M.	|| 2.55 P.M.	|| 2.55 P.M.	|| 1.15 A.M.	|| 4.40 A.M.
Ar. Lancaster.....	10.33 "	3.50 "	3.50 "	2.23 "	5.35 "
Ar. West Phila....	12.14 P.M.	3.44 P.M.	5.44 P.M.	4.20 A.M.	4.42 A.M.
Phila.(BroadSt.)	12.17 "	3.47 "	5.47 "	4.23 "	4.45 "
North Phila....	12.41 "	4.05 "	6.08 "	4.51 "	5.12 "
Ar. Chester.....	\$ 1.14 P.M.	\$ 4.23 P.M.	\$ 6.30 P.M.	\$ 5.21 A.M.	\$ 5.37 A.M.
Ar. Wilmington....	\$ 1.11 "	\$ 4.43 "	\$ 6.48 "	\$ 5.25 "	\$ 6.13 "
Lv. Philadelphia....	\$ 4.08 P.M.	.....	.....	\$ 9.00 A.M.	\$ 9.00 A.M.
Ar. Cape May.....	5.38 "	.....	.....	10.55 "	10.55 "
Lv. Philadelphia....	\$ 4.14 P.M.	\$ 4.14 P.M.	|| 7.14 P.M.	\$ 9.40 A.M.	\$ 9.40 A.M.
Ar. Atlantic City...	5.35 "	5.35 "	8.35 "	11.00 "	11.00 "
Lv. Philadelphia....	\$ 1.30 P.M.	|| 4.10 P.M.	.....	\$ 5.40 A.M.	\$ 5.40 A.M.
Ar. Reading.....	4.00 "	5.40 "	.....	8.00 "	8.00 "
Pottsville.....	5.30 "	6.35 "	.....	9.30 "	9.30 "
Ar. Trenton.....	1.18 P.M.	.....	.....	5.29 A.M.	5.46 A.M.
Newark.....	2.25 "	5.30 P.M.	7.42 P.M.	6.40 "	6.55 "
Jersey City.....	2.40 "	5.41 "	7.55 "	6.55 "	7.10 "
New York—					
Cortlandt St..	2.53 "	5.53 "	8.08 "	7.13 "	7.23 "
Desbrosses St.	2.53 "	5.53 "	8.08 "	7.13 "	7.23 "
West 23d St..	3.00 "	6.00 "	8.15 "	7.15 "	7.30 "
Brooklyn.....	3.05 "	6.05 "	8.30 "	7.35 "	7.35 "
Lv. Phila.(BroadSt.)	|| 8.55 P.M.	|| 8.55 P.M.	|| 8.55 P.M.	\$ 10.50 A.M.	\$ 10.50 A.M.
West Phila.....	8.58 "	8.58 "	8.58 "	10.53 "	10.53 "
Ar. Boston.....	7.18 A.M.	7.18 A.M.	7.18 A.M.	8.20 P.M.	8.20 P.M.

|| Daily.

\$ Week-days.

* Via Pennsylvania Lines.

THROUGH CAR SERVICE.

WESTWARD.

CHICAGO SPECIAL—No. 25.

Pennsylvania Railroad Dining Car New York to Pittsburg.
Pullman Parlor Cars New York to Pittsburg.
Pullman Drawing-room Sleeping Car Pittsburg to Indianapolis.
Pennsylvania Dining Car Richmond to St. Louis.

ST. LOUIS LIMITED—No. 27.

Pullman Library Smoking Car New York to St. Louis.
Pullman Drawing-room Sleeping Cars New York to St. Louis.
Pullman Observation Com. Sleeping Car New York to St. Louis.
Pennsylvania Railroad Dining Car New York to Pittsburg.
Pennsylvania Dining Car Richmond to St. Louis.
Pullman Sleeping Car Pittsburg to St. Louis.

CHICAGO AND ST. LOUIS EXPRESS—No. 21.

Pullman Drawing-room Sleeping Car New York to St. Louis.
Pullman Drawing-room Sleeping Car Washington to St. Louis.
Pennsylvania Railroad Dining Car New York to Altoona.
Pennsylvania Dining Car Columbus to St. Louis.
Passenger Coach New York to St. Louis.

ST. LOUIS EXPRESS—No. 7.

Pullman Drawing-room Sleeping Car New York to St. Louis.
Pennsylvania Railroad Dining Car New York to Philadelphia.
Pennsylvania Dining Car Pittsburg to St. Louis.
Passenger Coach New York to St. Louis.

THROUGH CAR SERVICE.

EASTWARD.

KEYSTONE EXPRESS—No. 20.

Pullman Drawing-room Sleeping Car St. Louis to New York.
 Pennsylvania Dining Car St. Louis to Columbus.
 Pennsylvania Railroad Dining Car Altoona to Philadelphia.
 Passenger Coach St. Louis to New York.

NEW YORK LIMITED—No. 26.

Pullman Library Smoking Car St. Louis to New York.
 Pullman Drawing-room Sleeping Cars St. Louis to New York.
 Pullman Observation Com. Sleeping Car St. Louis to New York.
 Pennsylvania Dining Car St. Louis to Richmond.
 Pennsylvania Railroad Dining Car Pittsburg to New York.

ATLANTIC EXPRESS—No. 8.

Pullman Sleeping Car Indianapolis to Pittsburg.
 Pennsylvania Dining Car St. Louis to Richmond.
 Pennsylvania Railroad Dining Car Pittsburg to New York.
 Pullman Parlor Car Pittsburg to New York.

EASTERN EXPRESS—No. 10.

Pullman Drawing-room Sleeping Car St. Louis to Columbus.
 Pullman Buffet Sleeping Car Pittsburg to New York.

NEW YORK EXPRESS—No. 6.

Pullman Drawing-room Sleeping Car St. Louis to New York.
 Pullman Drawing-room Sleeping Car St. Louis to Washington.
 Pennsylvania Dining Car St. Louis to Pittsburg.
 Pennsylvania Railroad Dining Car Pittsburg to Altoona.
 Passenger Coach St. Louis to New York.

EXCURSION TICKETS TO ST. LOUIS FOR THE WORLD'S FAIR.

The Pennsylvania Railroad System will offer a most liberal arrangement of excursion tickets to its patrons during the continuance of the Fair.

The general plan is to sell from all important stations on its System season excursion tickets to St. Louis at a price aggregating eighty per cent. of double the one-way fare, with a return limit until December 15th, 1904.

A second excursion ticket, valid for sixty days, including date of sale, but in no case good longer than December 15th, 1904, will be sold at a rate equal to one and one-third of the regular one-way fare.

A third excursion ticket will be sold, valid for fifteen days, including date of sale, at a single fare plus \$2.00.

Excursion tickets, good for ten days, including date of sale, restricted to use in coaches only and to "coach excursions," will be sold on Wednesdays, August 10, 17, 24, 31; September 7, 14, 21, 28; October 5, 12, 19, and 26, and on other dates to be announced later, at a rate of

one cent per mile, approximately, for the distance covered. Rate from New York, \$20.00; Philadelphia, \$18.50; Wilmington, \$18.50; Baltimore, \$17.00; Washington, \$17.00; Harrisburg, \$17.00; Williamsport, \$16.50; Elmira, \$17.00; Lock Haven, \$15.95; Tyrone, \$14.90; Altoona, \$14.60; Greensburg, \$12.90; Oil City, \$13.75. Proportionate rates from other points.

The specific rates for each class of tickets are as follows from the points named, and the excursion rates from other stations on the Pennsylvania Railroad System will be made on the same basis:—

SEASON EXCURSION TICKETS.

SOLD DAILY FROM APRIL 25TH, VALID TO RETURN UNTIL
DECEMBER 15TH, 1904.

	Via Pittsburg.		Via Pittsburg.
NEW YORK.....	\$38.80	POTTSVILLE.....	\$36.40
NEWARK.....	38.80	READING.....	36.40
NEW BRUNSWICK.....	38.80	POTTSTOWN.....	36.40
ASBURY PARK.....	38.80	WILKESBARRE.....	33.20
LONG BRANCH.....	38.80	SUNBURY.....	33.20
PHILLIPSBURG, N. J... 37.70		WILLIAMSPORT.....	33.20
TRENTON.....	37.70	ELMIRA.....	33.20
PHILADELPHIA.....	36.40	LOCK HAVEN.....	33.20
ATLANTIC CITY.....	38.40	DRIFTWOOD.....	31.20
CAPE MAY.....	39.20	FALLS CREEK.....	28.75
CHESTER.....	36.40	BELLEFONTE.....	33.10
WILMINGTON.....	36.40	TYRONE.....	31.50
BALTIMORE.....	33.60	CLEARFIELD.....	31.50
WASHINGTON.....	33.60	ALTOONA.....	30.80
LANCASTER.....	34.95	JOHNSTOWN.....	28.95
YORK.....	33.60	GREENSBURG.....	26.55
HARRISBURG.....	33.20	OIL CITY.....	25.65
LEWISTOWN JUNCT... 33.20		CORRY.....	26.90
HUNTINGDON.....	32.45	BRADFORD.....	30.05
BEDFORD.....	32.45	OLEAN.....	30.05

60-DAY EXCURSION TICKETS.

SOLD DAILY FROM APRIL 25TH; LIMIT 60 DAYS, INCLUSIVE; FINAL
LIMIT NOT LATER THAN DECEMBER 15TH, 1904.

	Via Pittsburg.		Via Pittsburg.
NEW YORK	\$32.35	POTTSVILLE.....	\$30.35
NEWARK.....	32.35	READING.....	30.35
NEW BRUNSWICK.....	32.35	POTTSTOWN.....	30.35
ASBURY PARK.....	32.35	WILKESBARRE.....	27.70
LONG BRANCH.....	32.35	SUNBURY.....	27.70
PHILLIPSBURG, N. J..	31.40	WILLIAMSPORT.....	27.70
TRENTON.....	31.40	ELMIRA.....	27.70
PHILADELPHIA.....	30.35	LOCK HAVEN.....	27.70
ATLANTIC CITY.....	32.00	DRIFTWOOD	26.00
CAPE MAY.....	32.70	FALLS CREEK.....	23.95
CHESTER.....	30.35	BELLEFONTE.....	27.60
WILMINGTON.....	30.35	TYRONE.....	26.25
BALTIMORE.....	28.00	CLEARFIELD.....	26.25
WASHINGTON.....	28.00	ALTOONA.....	25.70
LANCASTER.....	29.10	JOHNSTOWN.....	24.15
YORK.....	28.00	GREENSBURG.....	21.70
HARRISBURG.....	27.70	OIL CITY.....	21.00
LEWISTOWN JUNCT...	27.70	CORRY.....	22.50
HUNTINGDON.....	27.05	BRADFORD	25.05
BEDFORD.....	27.05	OLEAN	25.05

15-DAY EXCURSION TICKETS.

SOLD DAILY FROM APRIL 25TH; LIMIT 15 DAYS, INCLUDING
DATE OF SALE.

	Via Pittsburg.		Via Pittsburg.
NEW YORK.....	\$26.25	POTTSVILLE.....	\$24.75
NEWARK.....	26.25	READING.....	24.75
NEW BRUNSWICK.....	26.25	POTTSTOWN.....	24.75
ASBURY PARK.....	26.25	WILKESBARRE.....	22.75
LONG BRANCH.....	26.25	SUNBURY.....	22.75
PHILLIPSBURG, N. J. . .	25.55	WILLIAMSPORT.....	22.75
TRENTON.....	25.55	ELMIRA.....	22.75
PHILADELPHIA.....	24.75	LOCK HAVEN.....	22.75
ATLANTIC CITY.....	26.00	DRIFTWOOD.....	21.50
CAPE MAY.....	26.50	FALLS CREEK.....	19.95
CHESTER.....	24.75	BELLEFONTE.....	22.70
WILMINGTON.....	24.75	TYRONE.....	21.70
BALTIMORE.....	23.00	CLEARFIELD.....	21.70
WASHINGTON.....	23.00	ALTOONA.....	21.25
LANCASTER.....	23.85	JOHNSTOWN.....	20.10
YORK.....	23.00	GREENSBURG.....	18.15
HARRISBURG.....	22.75	OIL CITY.....	17.25
LEWISTOWN JUNCT... .	22.75	CORRY.....	18.50
HUNTINGDON.....	22.30	BRADFORD.....	20.80
BEDFORD.....	22.30	OLEAN.....	20.80

WORLD'S FAIR TICKETS GOOD VIA WASHINGTON.

The rates applied for season, sixty-day, and fifteen-day World's Fair excursion tickets from New York and other points, reading through Philadelphia, or from Philadelphia proper, via Pittsburg, will also apply for similar tickets via Baltimore and Washington, thus affording an opportunity to visit those cities, subject to the liberal stop-over conditions specified below. When passengers desire to travel via Washington and Pittsburg they must so notify ticket agent when purchasing ticket.

STOP-OVERS AT PHILADELPHIA, BALTI- MORE, AND WASHINGTON.

Stop-over of ten days at Philadelphia, Baltimore, and Washington will be permitted in each direction on the season, sixty-day, and fifteen-day World's Fair excursion tickets advertised herein, when tickets read through any or all of those cities, but such stop-over must not exceed the limit of ticket.

• To secure this stop-over, tickets must be deposited with depot ticket agent at stop-over point on arrival. Attention is called to the fact that stop-over will not be granted at any point for a longer period than will enable passenger to reach St. Louis and return to starting point within final limit of ticket.

STOP-OVER AT NIAGARA FALLS.

Tickets reading via Buffalo or Niagara Falls will permit of a ten-day stop-over, within limit of ticket, at Niagara Falls in either or both directions, upon notice to the conductor, provided tickets are deposited immediately upon arrival at Niagara Falls, as required by the rules.

STOP-OVER AT CHICAGO.

On season, sixty-day, and fifteen-day excursion tickets reading via Chicago, a stop-over, not to exceed ten days including date of deposit, will be allowed at Chicago in either or both directions within limit.

STOP-OVER AT CINCINNATI.

On season, sixty-day, and fifteen-day excursion tickets reading via Cincinnati, a stop-over, not to exceed ten days including date of deposit, will be allowed at Cincinnati in either or both directions within limit.

STOP-OVER AT DETROIT.

Stop-over of ten days, not to exceed the final limit, will be permitted at Detroit on season, sixty-day, and fifteen-day excursion tickets reading through that city.

For rules regulating stop-overs consult ticket agents.

PULLMAN RATES.

The following Pullman rates are in effect between the stations named and St. Louis in each direction:—

	BERTH.	COMPART- MENT OR STATE ROOM.	DRAWING ROOM.
NEW YORK, N. Y.....	\$6.00	\$16.00	\$22.00
NEWARK, N. J.....	6.00	16.00	22.00
TRENTON, N. J.....	6.00	16.00	22.00
PHILADELPHIA, PA.....	6.00	16.00	22.00
BALTIMORE, MD.....	5.00	.....	18.00
WASHINGTON, D. C.....	5.00	.....	18.00
HARRISBURG, PA.....	5.00	14.00	18.00

The Pullman rates quoted above cover the exclusive use of a berth, compartment, or drawing room. The rate for a section is double the berth rate. The same rate applies for Pullman accommodations whether one or more persons occupy the space.

TICKETS GOOD ON ALL TRAINS.

Season, sixty-day, and fifteen-day World's Fair tickets will be good for continuous passage on all through trains, except that fifteen-day tickets will not be honored on The Pennsyl-

vania Limited. When used in Pullman cars they must be presented in connection with proper Pullman tickets, and when used on limited trains on which an extra fare is charged regularly, they must be presented in connection with the proper Pullman and extra-fare tickets.

VARIABLE ROUTE TICKETS.

Season tickets and sixty-day excursion tickets will be sold via variable routes; that is, going by one direct route and returning via another direct route. The rates for season tickets via variable routes will be made 80 per cent. of the sum of the one-way westbound fares over the routes used. The rates for sixty-day tickets via variable routes will be made on basis of $66\frac{2}{3}$ per cent. of the sum of the one-way westbound fares via the routes used. Variable route tickets will be sold applying through Chicago in one direction at the same rates (shown herein) as apply for season and sixty-day excursion tickets to St. Louis, going and returning via the direct routes.

Fifteen-day excursion tickets will also be sold reading via Pennsylvania Railroad in both directions to Pittsburg, thence any authorized variable route.

Season and sixty-day tickets will be sold from New York reading direct to St. Louis via Pittsburg, or via Washington and Pittsburg, re-

turning direct through Cleveland and Buffalo or Niagara Falls, thence via the principal Trunk Lines to New York. They will also be sold covering the above points and including Chicago.

The same general character of tickets will be sold from Philadelphia and adjacent territory reaching St. Louis through Philadelphia, except that tickets will be routed returning from Buffalo via the Pennsylvania Railroad to starting point.

Exact rates for variable route tickets will be furnished ticket agents and can be had on application. In a general way they will approximate the rates quoted for tickets going and returning via the same route.

On all one-way and round-trip tickets, reading to points beyond St. Louis, a stop-over of ten days at the World's Fair will be permitted on payment of a fee of \$1.00 and deposit of ticket.

COACH EXCURSIONS.

Coach excursion tickets will be sold at rate of \$20.00 from New York, with proportionate rates from other points (see page 42), based approximately on one cent per mile. These tickets will bear limit of ten days, including date of issue, and will be sold only on certain days, to be announced later. Tickets will be good going only in day coaches on special or designated trains, and on regular trains re-

turning. Excursions will be run on Wednesdays during August, September, and October, and each succeeding week during the Exposition period, if the business warrants it.

The special train will be composed of the best coach equipment, and be run through from New York to St. Louis, with stops at principal intermediate stations on the Pennsylvania Railroad, on express time.

PASSENGER AGENCIES.

Complete information as to rates for individuals and organized parties may be procured upon application to any of the following District Passenger Agents:—

SAM'L CARPENTER,
Eastern Passenger Agent.

COLIN STUDDS,
Ass't Eastern Passenger Agent,
No. 263 Fifth Ave., cor. 29th St.,
New York.

B. P. FRASER,
Passenger Agent Buffalo District,
No. 307 Main St., Ellicott Square,
Buffalo, N. Y.

GEO. M. ROBERTS,
• Pass. Agent New England Dist.,
No. 205 Washington St.,
Boston, Mass.

THOS. E. WATT,
Pass. Agent Western District,
Cor. Fifth Ave. and Smithfield St.,
Pittsburg, Pa.

W. W. LORD, JR.,
Passenger Agent Middle District,
No. 1411 Chestnut St., Phila.

B. M. NEWBOLD,
Pass. Agent Southeastern Dist.,
15th and G Sts., Washington, D.C.

HUGH HASSON, JR.,
Pass. Agent Baltimore District,
No. 315 North Charles St.,
Baltimore, Md.

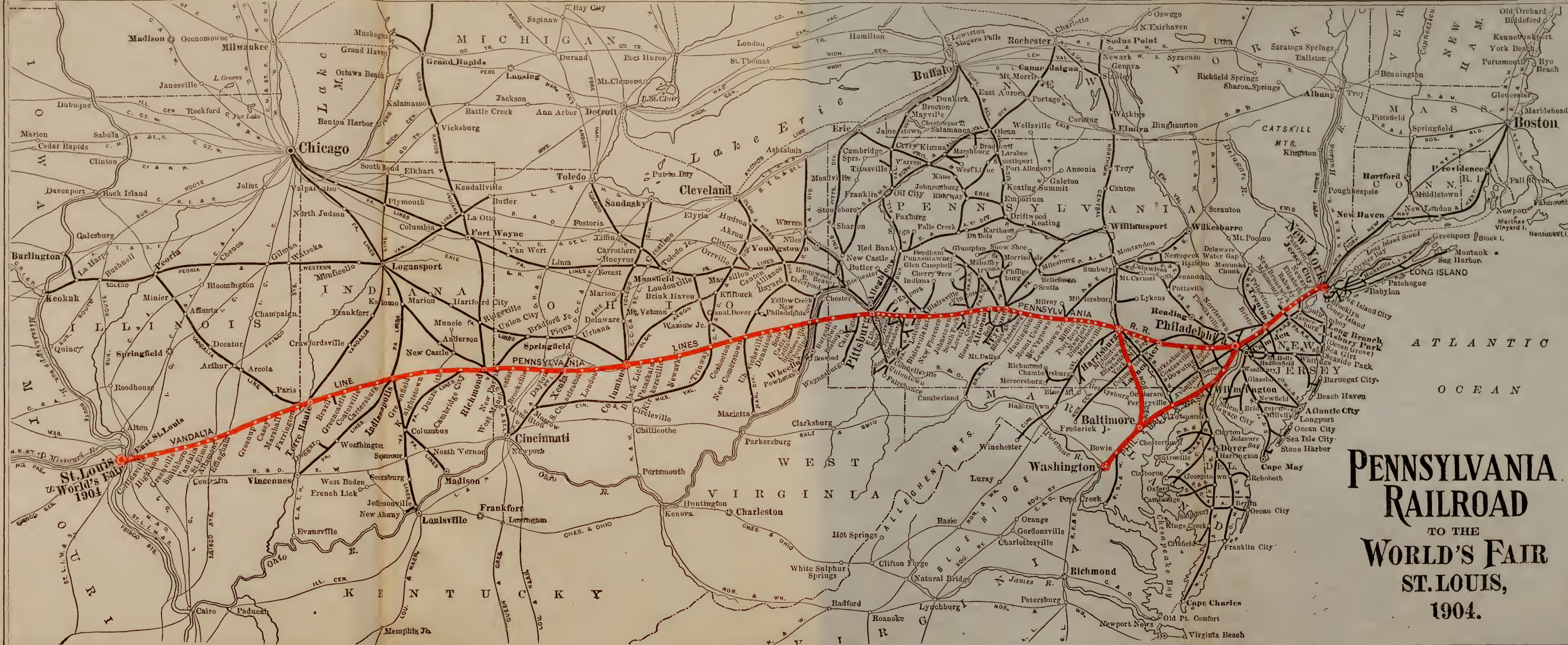
RALPH H. BAKER,
22 Water St., Liverpool, England.

ALAN HENRY BRADBURY,
Marland House,
Southampton, England

TICKET OFFICES.

Tickets and full information may be obtained at all Ticket Stations, and at the following offices of the Company:

BOSTON	No. 205 Washington Street.
NEW YORK	No. 263 Fifth Avenue (corner 29th Street)
	No. 461 Broadway.
	No. 113 Broadway.
	No. 261 Broadway.
	No. 1354 Broadway.
	No. 1 Astor House.
	No. 182 Fifth Avenue (below 23d Street). West Twenty-third Street Station. Station foot of Desbrosses Street. Station foot of Cortlandt Street.
JERSEY CITY	At the Station.
HOBOKEN	No. 122 River Street.
BROOKLYN	No. 4 Court Street.
	Pennsylvania Annex Station, foot of Fulton St.
	No. 860 Fulton Street.
	No. 390 Broadway.
NEWARK	No. 789 Broad Street.
	Market Street Station.
PHILADELPHIA	No. 838 Chestnut Street.
	No. 1411 Chestnut Street.
	Bourse Building.
	Broad Street Station.
	West Philadelphia Station.
	North Philadelphia Station.
	Station foot of Market Street.
	No. 3962 Market Street. No. 1 Chelton Avenue, Germantown Kensington Station.
CAMDEN	No. 307 Federal Street.
	Station foot of Federal Street.
ATLANTIC CITY	S. E. cor. Atlantic and South Carolina Aves. At the Station.
BALTIMORE	315 North Charles Street.
	Union Station.
	Calvert Station, Northern Central Railway.
WASHINGTON	Corner Fifteenth and G Streets.
	Station, corner Sixth and B Streets.
HARRISBURG	At the Station.
BUFFALO	No. 307 Main Street, Ellicott Square.
	Exchange Street Station.
PITTSBURG	No. 360 Fifth Avenue.
	Union Station.



**PENNSYLVANIA
RAILROAD**
TO THE
WORLD'S FAIR
ST. LOUIS,
1904.



